

Edinburgh Castle Hotel 1929

Edinburgh Castle Hotel

STORY JULIA LEWIS

The original Edinburgh Castle Hotel was built in 1862 and was located on the corner of Gympie and Bald Hills Road, opposite Edinburgh Castle Road. The building, built and owned by William Orr, was managed by Mr Duncan and Mr Stewart, both Scotsman, who were among the first early settlers in the area.

William Orr remained the owner of the hotel until 1885, when a 42-year-old man by the name of Michael Goodwin would apply for and obtain the licence. Despite the suburb of Kedron being on the very outskirts of Brisbane, the hotel maintained popularity over the next few years however with the introduction of the tramline, and dwindling coach numbers, patron numbers declined, as had the maintenance of the building.

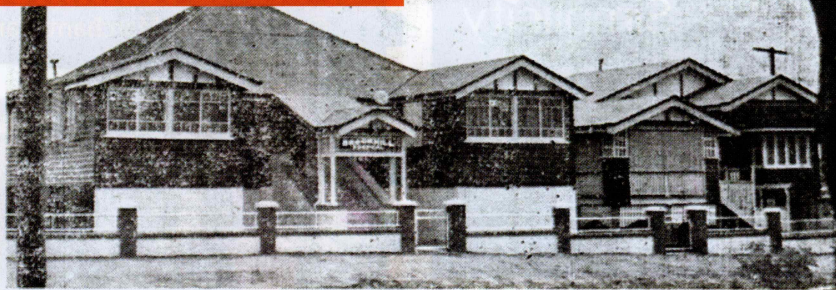
When Michael's Publican's Licence came up for renewal in 1888, it was denied on the grounds the hotel had deteriorated so much and was considered no longer suitable for the public.

At the meeting of the Licensing Board, the renewal was opposed on the grounds that "the premises having become dilapidated, were no longer fit to be licenced. After inspecting the plans of proposed improvements, the bench granted the application subject to completion of proper sanitary arrangements." These plans never went ahead and subsequently, the building was eventually abandoned as a public house.

To adapt to the changing times, Michael Goodwin then applied for the license of a new hotel to be built on the corner of Gympie and Edinburgh Castle Roads. He put an advertisement in the Brisbane Courier seeking tenders for the project, which was to be constructed under the architectural design of John Hall & Sons. Approval was granted, the plans went ahead and by 1892, construction was complete. This new hotel still stands there today.

The original hotel that William Orr and his family built, was eventually reopened and given the name, Bonny View, an ode to the strong Scottish heritage in the area.

Photo with thanks: Lost Brisbane



Photograph by courtesy "The Telegraph"

BROOKHILL HOSPITAL

SHAW ROAD, NUNDAH

MEDICAL, SURGICAL AND MIDWIFERY CASES

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Brookhill Private Hospital

STORY JULIA LEWIS

Brookhill Private Hospital served the people of Wavell Heights from 1928 to 1953. The building, which was constructed around 1919, served as the private residence for Joseph and Daisy Cressey, who acquired the land from the Gleadhill family on 26 September 1917. When Joseph died in 1928, Daisy became the sole owner of the building.

After World War One, West Nundah and surrounding districts experienced a steady population growth prompted by returning soldiers moving into the new estates. At the time, the nearest private hospital to West Nundah was the Virginia Private Hospital. After the surge in population, Daisy, who was a trained midwife and nurse, decided to convert the residence into a private hospital.

To help pay for the conversion of her home to a hospital, Daisy sold off a portion of her land to John Francis Nolan and quickly named the private hospital, "Brookhill". Once up and running, the hospital served an area that extended to Chermiside, Boondall, Zillmere, Geebung and Aspley. While most reports have

the hospital operating from 1928 to 1953, there are reports of births at the hospital as early as 1926.

Prior to World War II, local private hospitals such as Brookhill formed a major part of the healthcare industry in Brisbane, as they offset the patient load of the two existing public hospitals - Royal Brisbane Hospital and the Princess Alexandra Hospital. These private hospitals were generally run by the nurses who lived at the hospital and the attending physician, who was usually the local general practitioner, would admit the patients and attend the hospital for daily rounds.

While there are many reports of births at Brookhill Hospital, being a rural hospital at the time meant farm accidents and childhood illnesses would also have brought in many patients.

By 1950, the hospital had become a two-building complex, with the buildings connected by a separate corridor with its own external stairs. Daisy managed the hospital until her death on 15 October 1951.

The hospital continued to operate after her death, when it was leased to E. Trumble on 11 September 1953. Trumble would later apply to the Brisbane City Council to have the hospital converted into a convalescent home. Over a decade later in 1966, it was re-converted for use as a private residence.

Photo courtesy of Nundah & Districts Historical Society Inc.



HISTORY CHERMSIDE

George Marchant

THE HISTORY OF MARCHANT PARK

STORY JULIA LEWIS

PHOTO CHERMSIDE & DISTRICTS HISTORICAL SOCIETY

The land that is today known as Marchant Park, was first bought by George Marchant in 1899, a wealthy soft drink producer and philanthropist who was to use the paddock for his company's horses.

Marchant, the son of a builder and a hotel manager, was born in Kent, England. He boarded the Ramsey on June 9, 1874, and with just a few shillings he arrived in Brisbane. He was eventually employed as a station hand and gardener in the outback, and when he returned to Brisbane, he worked as a carter for an aerated waters firm.

After putting in a lot of serious effort, George went on to own soft drink factories all over Australia and was the owner of the world's only bottling machine patent.

George was a generous man who supported numerous organisations, notably the Wheller Gardens Settlement aged care home, by contributing tens of thousands of pounds. Along with his wife, Mary Jane Dwyer, Marchant also supported the New Jerusalem Church in Ann Street.

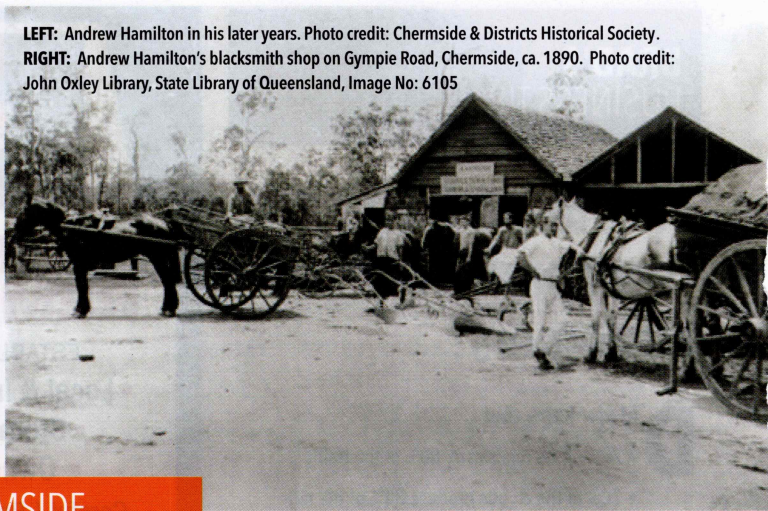
Following the end of the war, George offered the Kedron Shire Council the use of his field as a park. There were a few requirements to this agreement, however once they were fulfilled, Marchant Park was transformed into a public place. The Australian Light Horse Regiment and the artillery and machine gun battalions of the Australian Imperial Force trained there during World War One.

Marchant Park served as a part of the Chermiside Army Camp, which was created across Ellison Road (in Sparkes' Paddock) on October 7, 1940, during World War Two. Marchant Park was designated as "Camp Area J" and was only to be utilised for practise because it was a public area with crucial cricket amenities.

After receiving the paddock to make way for a public space, Kedron Shire Council named it Marchant Park. To honour George Marchant, a rectangular monolith of quarry-faced granite was erected in the small garden close to the memorial gate entrance on Murphy Road.



LEFT: Andrew Hamilton in his later years. Photo credit: Chermside & Districts Historical Society.
RIGHT: Andrew Hamilton's blacksmith shop on Gympie Road, Chermside, ca. 1890. Photo credit: John Oxley Library, State Library of Queensland, Image No: 6105



HISTORY CHERMSIDE

The History of Hamilton Road

STORY **JULIA LEWIS**

Hamilton Road in Chermside is named after one of the suburb's earliest settlers who significantly contributed to the development of the area.

In 1866, Andrew Hamilton and his family immigrated from London to Brisbane. To support his family, Hamilton initially tried farming, however in order to increase his income, he returned to his former job as a tradesman. Eventually he was able to purchase 20 acres of land at Downfall Creek, later known as Chermside.

A local school teacher worked to change the name from Downfall Creek, to Chermside, in honour of the then Governor of Queensland, Sir Herbert Chermside.

Chermside, like many Gympie Road suburbs, experienced an initial boom during the Gold Rush, which increased traffic on that road, however after the 1867 Gold Rush, this area really took off.

To make it easier for farmers to travel to markets to sell their harvests, Hamilton began

to build drays for them to use as their mode of transportation. As his company expanded, he added services like blacksmithing.

Young Thomas Hamilton was just six when his family came to Australia and began a diary in 1890. He continued writing diaries for the next 60 years. The journals paint a beautiful picture of his family and life in a developing neighbourhood. They also show how outside factors like World Wars 1 and 2, the Spanish Flu, the Great Depression, and chain migration affected society.

The majority of the Hamilton family members kept their own journals that chronicled their daily lives. Along with anecdotes about his daily life, Andrew's diary mostly spoke of the successful family business.

After his father passed away, Thomas carried on the business. The Hamilton's assisted in establishing a Methodist Sunday school in 1873 and were also members of the United Methodist Free Church.

After Thomas's death, his son, Hue, continued in the business, opening H F M Hamilton Motor Body Works. Hue sold the business in 1951, thus cutting the family ties. The shop is still operating today and goes by the same name.

AUSSIE RULES

News and Views from a Tramway Muse

'If awards were handed out for red tape, Australia would win Gold, Silver and Bronze.'

So said multi award-winning actor Warren Mitchell, aka Alf Garnett in the hugely popular TV series Till Death Us Do Part. Of course, red tape and rules go hand-in-hand and Australia loves both. Some say it's a modern-day phenomenon, that it all started relatively recently. However, historic records suggest otherwise. Take these 1895 Brisbane Tramway by-laws for instance:

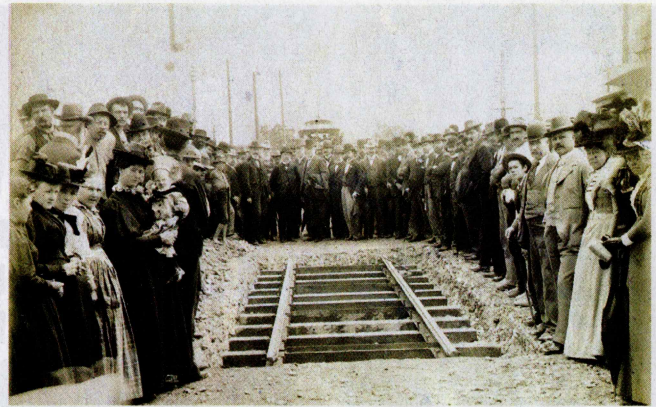
Every passenger shall enter or depart a car by the hindmost or conductor's platform, and not otherwise.

1. No passenger shall smoke on the platforms or inside any car.
2. No passenger or other person shall play or perform upon any musical instrument.
3. A person in a state of intoxication shall not be allowed to enter or mount upon any car.
4. No person shall swear or use obscene or offensive language, or willfully interfere with the comfort of any passenger.
5. A person whose dress or clothing might, in the opinion of the conductor soil or injure the dress or clothing of any passenger.

The list goes on, but Rule 13 is also worth a mention

13. No dog or other animal shall be allowed in or on any car except by permission of the conductor.

This rule is interesting because many of the very earliest photos



Start of Toowong Tram line. Milton Road. 1904

of horse-drawn trams feature a mysterious dog riding with the driver / conductor. Sadly, no mention of the dog has been found in records. There's also no mention of guide dogs; they didn't appear until much later.

Fortunately, the Brisbane Tramway Museum is a very relaxed place these days. Guide / assistance dogs are always welcome and if you can play a musical instrument whilst riding, the museum will even provide a well-trained conductor. A rattling tram at flat chat is always music to our ears.....

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The Brisbane Tramway Museum is proudly sponsored by the Brisbane City Council. Photo courtesy B.C.C. Archives.

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